

AMENDMENTS TO THE CLAIMS

This listing of claims below will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.(Currently amended) For use with a four-link hinge of the type typically used for closure of a vehicle movable deck such as a trunk lid or engine compartment hood, the hinge comprising a lower link bracket to be secured to the vehicle body, an upper link bracket to be secured to the movable deck, and pivoting links connected between the upper and lower brackets, wherein each pivoting link has a first end pivotally connected to the upper link bracket and a second end pivotally connected to the lower link bracket, an activating mechanism comprising:

(a) a driving arm having a proximal end and a distal end, the driving arm being pivotal about its proximal end,

(b) ~~a driver configured to drive the driving arm about its proximal end~~ having an output shaft that moves about its axis, the output shaft of the driver being coupled to the proximal end of the driving arm,

(c) a track to be carried by the movable deck, and

(d) the distal end of the driving arm being coupled to the track, the distal end of the driving arm moves along the track as the driving arm is pivoted about its proximal end.

2.(Original) The invention of claim 1 wherein the driving arm is pivotal about an axis intersecting the lower bracket.

3.(Original) The invention of claim 2 wherein the lower link bracket provides the pivot axis for the proximal end of the driving arm.

4.(Original) The invention of claim 1 wherein the track comprises an extension of the upper link bracket.

5.(Original) The invention of claim 1 wherein the track is a channel and a bearing couples the distal end of the driving arm to the channel, the bearing being movable along the channel.

6.(Original) The invention of claim 1 wherein the driver is an electro-mechanical driver having an output shaft coupled to the proximal end of the driving arm and defining the axis about which the arm pivots.

7.(Original) The invention of claim 1 wherein the track is configured to be placed in the central region of the deck to extend in the longitudinal direction of the vehicle.

8.(Original) The invention of claim 7 wherein the driving arm proximal end is pivotally connectable to the central region of the vehicle and is generally in alignment with the track.

9.(Currently amended) A vehicle trunk lid or engine compartment hood closure mechanism comprising:

(a) a four-link hinge comprising a lower link bracket to be secured to the vehicle body, an upper link bracket to be secured to the vehicle lid or hood, and a pair of pivoting links connected between the upper and lower link brackets, each pivoting link having a first end pivotally connected to the upper link bracket and a second end pivotally connected to the lower link bracket,

(b) a driving arm having a proximal end and a distal end, the driving arm being pivotal about its proximal end,

(c) ~~a driver configured to drive the driving arm about its proximal end~~ having an output shaft that moves about its axis, the output shaft of the driver being coupled to the proximal end of the driving arm,

(d) a track to be secured to the lid or hood, and

(e) the distal end of the driving arm being coupled to the track, the distal end of the driving arm moves along the track as the driving arm is pivoted about its proximal end.

10.(Original) The invention of claim 9 wherein the driving arm is pivotal about an axis intersecting the lower bracket.

11.(Original) The invention of claim 10 wherein the lower link bracket provides the pivot axis for the proximal end of the driving arm.

12.(Original) The invention of claim 9 wherein the track comprises an extension of the upper link bracket.

13.(Original) The invention of claim 9 wherein the track is a channel and a bearing couples the distal end of the driving arm to the channel, the bearing being movable along the channel.

14.(Original) The invention of claim 9 wherein the driver is an electro-mechanical driver having an output shaft coupled to the proximal end of the driving arm and defining the axis about which the arm pivots.

15.(Original) The invention of claim 9 wherein the track is configured to be placed in the central region of the lid to extend in the longitudinal direction of the vehicle.

16.(Original) The invention of claim 15 wherein the driving arm proximal end is pivotally connectable to the central region of the vehicle and is generally in alignment with the track.

17.(Previously presented) A closure mechanism for opening and closing a vehicle trunk lid comprising:

(a) a four-link hinge comprising a lower link bracket to be secured to the vehicle body, an upper link bracket to be secured to the vehicle movable deck and at least one pivoting link having a first end pivotally connected to the upper link bracket and a second end pivotally connected to the lower link bracket,

(b) a driving arm having a proximal end and a distal end, the driving arm being pivotal about its proximal end,

(c) a driver having an output shaft that moves about its axis, the output shaft of the driver being coupled to the proximal end of the driving arm,

(d) a track to be secured to the vehicle movable deck and extending generally parallel to the longitudinal axis of the vehicle, and

(e) the distal end of the driving arm being coupled to the track, the distal end of the driving arm moves along the track as the driving arm is pivoted about its proximal end.

18.(Original) The invention of claim 17 wherein the track is a channel and a bearing couples the distal end of the driving arm to the channel, the bearing being movable along the channel.

19.(Original) The invention of claim 17 wherein the driver is an electro-mechanical driver having an output shaft coupled to the proximal end of the driving arm and defining the axis about which the arm pivots.